SHIPPING INTELLIGENCE. Arr. from New-York Dec. 29, Guiana Caroline, at Bremerines; 3let, Harmon, at tilasgow; Sea Lark, Aginst, Lochjeer, at Antwerp; Jan. 1, Empire State, and John Bright, at
jeerpool; Ionian, at Antwerp.
Arr. from Boston 31st, Cressell, at Grangemouth.
Arr. from Charleston Dec. 22, Pitmisa, at Tacio; Carnols, at
§reclema; 29th, Carrel, at Grangemouth; 31st, Mechanics'

Arr. from Charleston Proceedings of Strelema; 29th, Carrel, at Grangemouth; 31st, Mechanica Syn, at Havre.

Arr. from Mobile, Menasco, at Liverpool.

Arr. from New-Orleans 39th, Manchester, at Genoa; 28th, tabel, at Barcelona; 29th, Hermann, at Bremerhaven; 39th, frenton, at Havrey Jan. 1, Cheero, at Liverpool.

Sailed for New York Oct. 19, Recorder; 25th, Panama, from Foo-choo; 17th, King Fisher; 21st. Westward Ho; Nov. 5, Casur de Locu, from Canton; Nov. 9, North Wind, from Sanger; Dec. 22, Village Belle, from Malans; 39th, Sastelle, from Fishing; 31st, Victoria, from Deal; Empire, Gazetoer; Jan. 1, Wanderer, from Liverpool; 2d, Eellpee, from Deal.

Sailed for Boston Sist, Moultrie, from Liverpool; First Radial from Glasgow.

an. 1, Gifford, from Leith.
Sailed for Apalachicola Jan. 1, May Queen, from Liverpool.
Sailed for Mobile 26th, Elizabeth, from Liverpool.

Lieut, de Montmorency, Capt. Robertson, Capt. Rea and servant, Mrs. J. Davies, Miss Davies, Mr. Templeton and lady, Mrs. Fraser, Mr. Gray and lady, Dr. Black, Capt. Bernier, Mrs. Roden, Miss Wellfing, Mr. Wellfing and lady Messra, Biche, Nifer, Baker, Wilson, Maccusty, Verdier, Nelleson, Hervey, Newman, Picard, Hayes, Ralin, Batchelder, Richard Dickson, Robert Dickson, Beag, Whitim, Brown, Scott, Wetherall, Wright, Jones, Dufort, Robertson, Pearson, Webb,

NEW-YORK LEGISLATURE.

ASSEMBLY.... Wednesday, Jan. 16, 1856.
The House commenced balloting this morning soon after the Journal was read. The result of the first vote was as follows:

L. Odell.....42 O. Robinson...24 H. A. Prendergast...35 E. W. Glover......11
A. Bradner.........4
I. Lafever.......1
G. Van Santvoord....1 J. H. Authon .. 4 G. F. Fowler.. 1 T. D. Bailey... 1

WAKEMAN offered a resolution that three ballots be taken, and if there be no choice on either the first or second, then that on the third vote the candi-date receiving a plurality of the votes cast be declared

Mr. PRENDERGAST then rose and said that the position he had so long held as an exponent of the principles of the Republican party was one of honor, and he returned his thanks to the members of that party for their unflinching support; but he now begged to withdraw his name as a candidate—being desirous of leaving to every Member the liberty of voting at this time as he thought fit. He regarded as incumbent upon the Republicans, now that two evils were thrust upon them, to choose the lesser one. As regards the organization of the House, the question of Know-Nothingism was of more importance than national issues. The Democrats and Republicans were not apart on important matters of State Policy, and he recommended his supporters to cast their votes for Orville Röbinson of Oswego.

Mr. PRESCOTT (Herkimer) replied, charging the

Mr. PRESCOTT (Herkimer) replied, charging the

Mr. PRESCOTT (Herkimer) replied, charging the Republicans with inconsistency.

Mr. NORTHUP (Washington) made an attack mon the Republicans in a bitterly sarcastic speech. He concluded as follows: "Let me congratulate the "Democracy in this joyful hour, when about to lead "to the aftar their blushing, modest, pure, unsulfied virtuous Republican bride. Listen attentively to "Parson Weed as he performs the nuprial ceremony and pronounces the blessing on the happy pair. Let "King, Cook, Farmer and Abell subscribe their mames on her marriage certificate. Oh! how exquisitely will every fiber of her heart thrill with joy "as she clasps in her loving embrace the bridegroom "au she clasps in her loving embrace the bridegroom
"as she clasps in her loving embrace the bridegroom
of her choice. Let her not be too impatient for the
honeymoon, nor give a moment's thought as to what
mark the offspring shall bear upon its forehead. We
are impatient for the ceremony to commence."
Mr. SNOW replied, denying that the Republicans
had acted in bad faith, and defending them from the

charge of inconsistency.

The second ballot under the resolution was then taken as follows:

Foot...... 3 Glover.......... 10

Balance scattering. he third ballot was then taken, and a Speaker

Balance scattering.

The third ballot was then taken, and a Speaker elected by the following vote:

For Robinson, Soft-Shell Democrat—Mosers. Alger, Barnes, Fradnes, Brady, Burdon, Carpenter, J. B. Clark, Gobb, Cole, Guttis, Dawson, Devening, Desey, S. Dudley, Floyd, Gage, Gootrieh, Gould, Grey, Hanford, Hampton, Hanchett, Hayer, Hoyle, H. Hyde, Juliand, Ketcham, Kingman, Longstreet, Hoyle, H. Hyde, Juliand, Ketcham, Kingman, Longstreet, Hoyle, H. Hyde, Juliand, Ketcham, Kingman, Longstreet, B. Smith, W. S. Smith, Snote, Spinola, Spraker, Strang, Trimmer, Fan Derreer, Wakeman, Ward, Warner, Wells, White, E. Smith, W. S. Smith, Snote, Spinola, Spraker, Strang, Trimmer, Fan Derreer, Wakeman, Ward, Warner, Wells, White, Walkiams, Wilten, Witbeck, Woods—Total 62.

Williams, Wilten, Witbeck, Woods—Total 62.

Williams, Wilten, Witbeck, Woods—Total 62.

Williams, Wilten, Wilthe, Martice, Matteson, C. T. Mills, Hakes, Haxtun, Lewis, Mahen, Mattice, Matteson, C. T. Mills, Northup, Frescott, Reed, Rodgers, Schoommaker, Simons, Snedeker, Ten Broeck, Thomas, Tracy, Van Santvoord, Whritenour, E. T. Wood, I. Wood, Wright, Total, 45.

For Bounder, Hard-Shell Democrat—Mesers, Anthon, B. Balley, Dixon, Holmes, Lovett, Miller, A. J. Mills, Ranken, Reeve, Total, 9.

For Squirke—Republicae—Mr. Foot. Total, 1.

For Dessuler, Anon-Nothing—Mesers, Fowler and Lafever, Total, 2.

BAILEY, Democrat-Mr. Glover. Total, L. Foot, Republican-Messrs. Abbott, Green, Rose, Squire Total, 4. Assex of Nor Voting—Messes-Brevcort, Lee, Odell, Rob-inson—Total, 4. [Names of Republicans in Italies.] The House then adjourned.

NEW-YORK STATE TEMPERANCE SOCIETY.

NEW-YORK STATE TEMPERANCE SOCIETY.

ALBANY, Wednesday, January 16, 1856—9 p. m.

The New-York State Temperance Society assembled in the Assembly Chamber at 7 o'clock this evening, and was called to order by Mr. Delavan, President of the Society.

After prayers by the Rev. Dr. Nott of Union College, an address was delivered by E. C. Delavan.

Professor McCoy read the Treasurer's Report, and the Annual Report of the Society. The total amount of funds received for the year was \$12,011, and the expenditures \$11,604, leaving a cash balance on hand of \$407. There was pledged by the delegates at the Annual Meeting last year \$1,500. This has all been paid but \$400, which when paid will reduce the debt of the Society to \$18,072.

The Annual Address expresses the hope that the trials at present going on will establish on a surer and more permanent foundation the great principles of Prohibition, and exhorts continued efforts to enforce and maintain the Prohibitory Law.

Prof. Dean introduced a resolution that the Society will stand by, advocate and co-operate in enforcing the Prohibitory Liquor Law so far as decided constitutional by the Court of Appeals; that they will support candidates for office, irrespective of their political opinions, who are the truest and ablest advocates of the legal prohibition of intoxicating drinks; that the Society repeat and reaffirm its entire independence of political praties; and that it will continue to look for its exponents and representatives to men not only advocates of total abstinence, but who are themselves total abstainers. Referred to the Business Committee.

The Rev. Dr. Nott delivered an eloquent address. Prof. McCoy also addressed the meeting. Letters were received from Henry Ward Beecher, and Mr. Gough, stating the condition of the roads prevented their reaching Albany.

The following Committees were then appointed:

Gough, stating the condition of the roads prevented their reaching Albany.

The following Committees were then appointed:

Business Committee—A. McCoy, Albany; O. Teal, Syracuse; the Rev. J. Lucky. Sing Sing; John Frost, Hamilton, and E. B. Day, Catskill.

Committee on Nominating Officers—C. C. Leigh, N. Y.; John Savage, Utica; Dr. Nott, Schenectady; Dr. B. B. Slitts, Albany; G. W. J. Brownson, Amsterdam. Adjourned till to-morrow.

FROM RIO JANEIRO.

Philadelphia, Wednesday, Jan. 16, 1856.

The brig Fairy, from Rio Janeiro Dec. 2, arrived bere this morning, but brings no news of importance. Left in port ships Sarah Parker, Union, and Mary, from New-York, discharging; Carrier Dove, do., dismasted; S. Maxwell, Delawarian, New Light, Susan A. Howell, from Baltimore; Denmark, from Boston. Saw two American barks entering the harbor, one showing S. in a white signal and the other a red signal with a black ball. FROM RIO JANEIRO.

THE STEAMSHIP EDINBURGH AT HALIFAX.

Halifax, Wednesday, Jan. 16—12 m. The new screw-steamship Edinburgh, Capt. Cummings, twenty-one days from Glasgow for New-York, put into this port this morning, short of coals. She experienced very rough weather.

The following is the comparative statement of receipts from passengers and freight, including mail and miscellaneous, upon the New-York Central Railroad for the three months commencing Oct. 1, 1855:

432,565 04

In 1854 the mail was included in freight and mis laneous receipts at the end of the year.

THE LATE GALE. Packet-ship St. Denis Foundering at Sea. THIRTY-FIVE LIVES LOST.

ESCAPE OF ELEVEN PERSONS IN A ROAT. Names of the Drowned and Saved.

NARBATIVES OF THE SURVIVORS CONDITION OF VESSELS ON THE JERSEY COAST.

THE STORM ON SHORE.

SHIP ST. DENIS FOUNDERED AT SEA.

The ship Naples, Capt. Lovell, from Leghorn, as rived at this port yesterday morning, having on board the first mate. Mr. Tufts, the third mate. Mr. Gardner, and nine seamen of the packet-ship St. Denis, from this port, bound to Havre, who were taken from a long-boat at sea on the 7th inst., in latitude 38° 30 ongitude 720, their vessel having foundered. Mr. Tufts, the chief mate, makes the following report:

The ship sailed from this port on the 1st inst. fo Havre, and on the 5th took a gale from S. E., which hauled to N. W. and blew a perfect burricane, during which the ship sprung a leak, and the decks were filled with water. We could not get to the pumps to work them. Cut away the main and mizzenmasts to ease the vessel, and then discovered her fast settling down forward, and at 12 m., 6th inst., left the ship, when she immediately foundered. The captain, second mate, three cabin passengers and the rest of the crew remained on board and went down with her. The lost numbered in all thirty-five souls. Mr. Tufts also reports that he was twenty-nine hours at sea in an open boat, with her starboard-side stove in, and it kept five of them continually bailing to keep her free. They had one barrel of bread (and no water) to subsist on during that time. On the 7th inst. they were picked up by the ship Naples, Capt. Lovell, from Naples for New-York, who kindly received them all on board. The St. Denis was commanded by Capt. Follansbee, and was bound hence for Havre, with a

cargo of grain, flour, &c. NAMES OF THE OFFICERS AND CREW OF THE SHIP

Captain—Alonzo Follansbee; his family resided in Brooklyn. First Mate—William G. Tufts, (saved.) Second Mate-James Coogan.
Third Mate-Henry Gardner, (saved.) Carpenter—F. Smith.
Steward—C. S. Davis, colored.
Stewardess—Adaline Davis, mother of the Steward.
Cook—Charles L. Potter, colored.
Second Cook—Richard Henry. Carpenter-F. Smith.

James Smith. Andrew Rackliff, (saved.) James Lewis. Frank Lorett, Portuguese, (saved.) Lewis Frank, (saved.)

Ephraim Simpkins. Ephraim Simpkins.
John B. Petty, brother of Senator Petty of New-ork City.

William Turner.
John Connolly.

Duncan Logan.
John Willson. ork City. William Turner. John Connolly. Henry Walsh. James McMullen, (saved.) John Luckany. John Bodine. Thomas Cummings.

John Thompson. James Smith. Walter H. Beach. Daniel Driskell, saved Thomas Lee.

"John Thompson was one of the seamen that did not go and Charles McSwain shipped under his name. McSwa Cabin Passengers—Frederick P. Weiss and wife, George Bratenahl, of Germany.

George Bakefish.
Jacob Heinholdt. Jacob Heinhoud.
Paul Ludwig.
Mr. Jameo, wife, mother and child.
Philip Ludwig.
John Graef.
Gustave Schelenbecker.

Of the two mates and nine seamen who returned to this port yesterday we have the following names: First mate, Wm. G. Tufts; third mate, Henry Gard ner; seamen, Andrew Radeliff, Frank Lorett, James McMullen, John Thompson and Daniel Driskell. The names of the other four were not obtained.

There were four apprentices on the ship who were lost; two of them were French and two American

boys, whose names could not be obtained. The names of twenty-two seamen appear on the list, and but twenty-one were taken out. Of those who signed the ship's papers, two or three failed to go, and others shipped in their places without the names being changed, so that the list is imperfect.

RECAPITULATION. The following was the number of pe

Dennis when she left this port: Cabin passengers..... 3 Steerage passengers. 10
Officers, stewards, etc. 8
Apprentices. 4
Seamen 91 men..... Total......46

PROTEST.
The following Protest was made out at the office of Boyd & Hincken, No. 161 Pearl street, yesterday

afternoon:

"The St. Dennis sailed from New-York on the 4th day of the present month of January, for Havre. On the 5th day of the said month they took a very violent gale, which continued on the 6th, with very high sens. At 1 p, m, on the 6th, the ship lying to under the main spanker, the wind suddenly shifted from S. E. to N. W. and blew a terrible hurricane which knocked the ship down, filled the main-deck and cabin full of water; tore away the mainsail, broke the sides out of the forecastle, stove all the boats, shifted the cargo, leaving the vessel with a heavy list to starboard. Finding that she would not come up, at 6 a. m. they cut away the mizzenmast; at 6:30, cut away the mainmast, when they succeeded in wearing her; the sea rolling tremendously, breaking furiously over the vessel; at 8 a. m., found the ship to be sinking; got out the longboat, which, although badly stove, they succeeded in keeping affoat by constant bailing; at about 10 minutes before 12, they left the ship with all that could be pursuaded to take to the boat, viz: the 1st mate, the 3d mate, and nine seamen; the captain and others refusing to leave the ship; at 12 she went down and disappeared. They continued in the boat until the 7th, at 5 p. m., when they were picked up by the ship Naples, from Leghern, and were brought into the port of New-York, where they arrived on the 16th of January.

STATEMENT OF THE THIRD MATE.

The following is the statement of Mr. Henry Gardi-The St. Dennis sailed from New-York on the 4th

The following is the statement of Mr. Henry Gardi ner, third mate of the St. Dennis: At 6 p. m. of Friday, the 4th, wind blowing fresh from south-east, commenced shortening sail, and at 10 p. m. the vessel was under close-reefed fore and main topsails. At about 11 p. m. main topsail sheet was carried away, when the sail was taken in and furled; also handed down main top-mast studding sail and set main specier. At 12 p. m., weather clear but wind blowing fresh and constantly increasing, took in and sent down all studding sails. Saturday, 5th, 1 a. m., wind chopped around to north-west and blew a hurricane; at which time the vessel began to leak very fast and the pumps would not work. At 4 a. m. the Captain told the mate that the cabin was filling with water and he would like to wear ship. Tried it but could not. Cut away main and mizzen masts, and then wore around on the starboard tack. She then, at about 5 a. m., began to settle forward, which she continued to do all day till 11 a. m., the wind carried away, when the sail was taken in and furled;

then were around on the starboard tack. She tech, at about 5 a. m., began to settle forward, which she continued to do all day till 11 a. m., the wind blowing furiously, and the sea running wild and high. Resort was then had to the boats, when all except the long boat were found to be so badly stove as to be unfit for use. The long boat was also badly damaged, a portion of her side being stove in; but she was launched and four men sent into her to tyle her and keep her alive. At this time the topgallant forecastle was under water. The mate then asked the captain if he would not get into the boat, and he shock his head in dissent, telling him at the same time it was no use. The mate then replied that it was the last shift for such as might confide in it, and according ly entered, in company with the third mate and nine men. After this, and before letting go, the mate again asked the captain if he would not come with them, saying that he left the ship for the sake of his wife in New-York. The captain answered that he had a wife and seven children in Brooklyn, but he thought they would seven children in Brooklyn, but he thought they would ing that he left the ship for the sake of his wife in New-York. The captain answered that he had a wife and seven children in Brooklyn, but he thought they would not see him any sooner by his taking to that boat. They laid by about ten minutes, trying to get more,

but hone would come in. In about fifteen mixutes afterward they saw the ship go down.
This was at 12:30 p. m. of Sunday, the 6th; after
which time till about 5 p. m. of Monday, the 7th, the
wind continued to blow without abatement. In the
hurry and excitement of the occasion the boat had
been provided with but one barrel of bread and no
water, which was all the food which they had to subsist on. They had also but these cars which were lysist on. They had also but these cars been provided with but one barrel of bread and no water, which was all the food which they had to subsist on. They had also but three oars, which were lying in her at the time, together with some half-dozen brooms. Two of the ears were soon afterward lost, and the brooms were used as paddles. At 3 p. m. on Monday saw a schooner to leeward, but she was too far off to discern them. At 4 p. m. saw an empty water-cask also to leeward, made for it with the hope of obtaining something to drink, but were disappointed. They then descried the vessel two and a half miles to leeward, which subsequently took them on board and brought them into port. A signal was made to her with a red shirt on an oar. After boarding her, they deemed the boat worthless and let her go. It should be remembered that on the merning of Sunday the 6th the foretopsail was blown from the bolt-ropes, and the foretopsail was blown from the bolt-ropes, and the foretopsail-ward broken in three places. It was the opinion of Mr. Tuffs, the chief mate, when entering the boat, that she would not live three minutes. The captain, when last seen, and just previously to the vessel going down, was observed on the quarter-deck, winding up his watch. He was a bold and accomplished seaman. He had been in command of the St. Denis for twelve years, and had acquired a marked popularity with owners, insurance companies and all who knew him. From the time of leaving the St. Denis until they were picked up by the Naples, the two mates and nine of the crew were in the boat 29 hours, without anything to drink, and only a barrel of sea-biscuit, soaked with salt water, to eat. It is the opinion of these mez that before they left the ship all the passengers were drowned. Two cabin passengers, (Mr. and Mrs. Weiss.) who had been married but two days prior to the vessel's departure, were last seen by the second mate, who went into the cabin for the axe to cut away the masts, with a shawl over their heads, and embracing each other. The captain, second mate, three cabin passenger as shawl over their heads, and embracing each other. The captain, second mate, three cabin passengers, and eleven in the second cabin or steerage, were drowned.

NARRATIVE OF JOSEPH LEVERS. I shipped as able seaman on board the packet-ship St. Dennis for Havre; we sailed about 11 o'clock on

Friday, the 4th of January, with twelve or thirteen passengers, and a crew of twenty-one men and four boys; we passed Sandy Hook about 3 o'clohk on the afternoon of the same day, with a fair wind, ship going about eight and a half knots an hour; on Saturday night, between 10 and 11 o'clock, we were called or deck to close reef the topsails, as the wind, which had been gradually increasing during the afternoon, had become very heavy; we then reefed the courses, as the wind had begun to blow a perfect hurricane from the south-east, and immediately after furled them; in a little while after we had furled the course the wind blew the foretopsail out of the gaskets into whiplashes. The ship was now laboring very heavily, and the water barrels were all adrift on the main deck. We were ordered by the first mate to make the water-barrels fast, and we went with the mate almost up to our necks in the water to secure them; we found that it was almost impossible to do so, as the barrels, being adrift, kept rolling around us, endanger-ing our lives and limbs, and the mate told us to give Between 3 and 4 o'clock in the afternoon of Monday, between that it was almost impossible to do soo, as the barries, being addirf, keptelling, and he had to did us to give up the job. We went aft, and got under the break of the poop for schlert from wind and rain: this was between 4 and 3 o'clock on Sunday morning. None of the passengers were visible to be seen of mock; the captain was aft, on the poop, giving orders. I was ordered by the second mate to go upon the poop-deck and see what they were doing. At this time the ship lay like a log in the trough of the sea, or else rolled heavily under the big waves which broke over her on all sides, sweeping her decks of everything that could float. While we were under the break of the poop-deck I heard the mizzenmast go over the starboard quarter, it having been cut away by the third mate for the purpose of righting the ship, which was lying on her starboard side, and straining and cracking in the most fearful manner. In obedience to the orders of the second mate I went upon the poop, and saw that the first and third mates were cutting away to possible the second mate I went upon the poop, and saw that the first and third mates were cutting away to possible the second mate I went upon the poop, and as we had the most and rigging we have the most and rigging where the wind it was been deck. And appeared the mast and rigging we here the wind the starboard side with a fearful crash that shook the ship to here with from the ordinary and the mate said: "Now, boys, if you are "going to do anything, do it quick; we have only one "boal left." We made a rope fast to an eye-bolt in her stem and launched her over the port side. Fortunately, alse struck the water on an every heavy seas, which stove both of our whole-boats and washed our stem-boat from the davits. We made a rope fast to an eye-bolt in her stem and launched her over the port side. Fortunately, alse struck he water on an even beat in the probability of the wind the probability of the wind the probability of the pri pretty well. One of the men becoming exhausted, the Captain ordered me to relieve him. I went aft and took my place at the heim, the seas breaking over us fore and aft, and in about ten minutes I found that she would not steer. Our Captain was standing right in the doorway of the wheel-house, and I said to him: "Sir, the ship won't steer." Wringing his hands, he answered, "Our time is short." Then I asked a man to come and relieve me, while I went for a drink of water. He did so, but I could find no water. Then th a Captain ordered one man—I think his name was Petty—to come out of the boat and get something to eat, while a nother man went to relieve him. He obeyed orders, and I think never got back to the boat again. One of the men at the wheel called for some one to relieve him, and I was about to go when our vessel shipped one of the heaviest seas that I ever experienced. It came clear over the starboard quarter, and almost buried the vessel, swamping the boat, and filling her with water. The ship, being quite water logged, could not free herself from the mass of water that poured over her decks. I told the captain that the boat was swamped, and again he wrung his hands and said, "Oh, boys our time is very short!" We tried to pump her free during the night, but our efforts were utterly useless, as she filled again faster than we could free her. Frequently we worked the pumps up to our necks in water. At length one of the pumphandles broke, disabling the pump. The other pump we could not work.

nancies broke, disabing the pump. The other pump we could not work.

During all of this time the passengers remained per-fectly quiet in the cabin and the house on deck. We got a barrel of bread over into the boat, and the mate got a small keg of water, a case of brandy and a cheese on deck to lower into the boat, but we lost everything but the bread, and that fell into the water, but we succeeded in getting it into the boat before it got very wet. The ship was constantly shipping heavy seas, and gradually settling lower and lower, and it was evident that she would not keep affoat leavy seas, and gradually setting lower and lower, and it was evident that she would not keep affort much longer; so I got into the main channels, taking a little boy of my mees, named Tom, by the collar and told him to follow me. The boat was now full ten fathoms from the ship's side, and I saw that I should have to swim for my life. I wanted much to have little Tom follow me, and tried to pull him over, but, poor little fellow! I think he was struck for death, for he did not speak a word, but just clung to the bulwarks, and I could not get him off. I jumped overboard and swam for the boat, which I reached in safety. We set to bailing out the boat, which was full of water, using for that purpose five buckets, which were fortunately in the boat. After I jumped, one and another jumped, the mates first, and then have seamen, making eleven persons in the boat in all. The captain stood on the peop watching us, and the mate said to him. "Are you coming with us, Sir!" He made no reply, was live a shake of his head. The mate then said. cleven persons in the boat in all. The captain stood on the peop watching us, and the mate said to him, "Are you coming with us, Sir!" He made no reply, save by a shake of his head. The mate then said, "Who else of you are coming, boys?" Our case seemed almost as hopeless as theirs, and no reply was made; the mate thea said to us, "Cast off the rope, "boys," and we cast loose from the ship.

To go back. When I went into the cabin to get something to eat, I saw the passengers haddled together with blankets and bed rugs wrapped around them; they all seemed very calm, but nobody spoke. The newly married couple were sitting together, locked

gether with blankets and bed rugs wrapped around them; they all seemed very calm, but nobody spoke. The newly married couple were sitting together, locked in each others arms. Not one of them made the slightest effort to get into the boat. Indeed, it seemed as though all bope of life had been abandoned.

When we put off from the ship she was going down fast, head foremost, and only a little of the after parts of thespoop-deck was visible above the water; there the captain and carpenter, with the remainder of the crew had gathered, and were watching us; in about ten minutes after the St. Dennis sank beneath the waves and I saw her foreroyal-truck gradually disappear from sight; then some eight or nine people might be seen floating about in the whirlpool that marked the spot where she had disappeared, clinging to the fragments of wood which floated around; to render assistance was out of our power; I said to the mate, "Look there," but he replied, "I cannot, my heart is too full for the loss of the captain;" I believe the mate and captain sailed together many years, and were very dear friends; the mate said he had endeavered to persuade him all that he knew

hew to leave the ship, but without avail.

We were now alone on the open sea, at the edge of
the Gulf Stream, about 200 miles to the south-east of
Sandy Hook, eleven men in a broken boat, without
chart or compase, and destitute of water or any provision save a single barrel of bread. Our frail vessel
was at the mercy of the gale, which still raged with
great fury, and threatened to overwhelm us every
minute. Our first step was to construct a dredge.
This was composed of two boat-oars, with some pieces
of wooden grating and other stuff. We made these
materials as fast together as possible, and running a
rope through it, threw it over our bows, and let it drag
at the end of ten fathoms of rope. This rope was secured to the boat, and keep ther head to the sea, breaking the force of the waves. By this means we were enabled to ride out the storm in safety. About two hours after we left the ship a heavy sea struck us, half filling the boat, and carrying one of our oars overboard. We thought that it was all up with us then. Our mate sung out "It's all right, boys; all is well." We dridted along another hour and a half, when we shipped another, losing a second oar, leaving only one our in the boat. We lashed the last oar so that it could not be washed off. The wind then began to moderate very fast, and the sea to sabside. After that we shipped no more heavy seas; we kept on drifting with our head to the sea all through Sunday, until toward sundown we saw a vessel coming toward us. What course she was going we could not tell, as we had neither stars, compass nor sun to steer by. As we had no oars, we paddied toward her with some hickory become and pieces of wood which lay in the bottom of the boat. It was slow work, and she went on without seeing us, although we all shouted at the top of our lungs to attract her attention. We felt much depressed at our ill luck, but instead of perishing during the night, as we expected, the weather proved extremely fine, and we passed a comparatively comfortable night, lying down upon each other to keep warm. This, as may be supposed, was not very easy, as we were drenched to the skin, and the weather was extremely cold; we laid down and baled by turns; thus passed the night, and the next morning at 8 o'clock one of our number perceived a fore-and-aft schooner about three or four miles from us; we paddled toward her with our brooms as fast as possible from the time we sighted her until a in the afternoon—now nearing as the breeze died away, and then dropping astern as it freshened again; at one time we got so near to her that we could see the men on her deck, and we hoisted a shirt upon our single oar, but they did not observe it, and soon passed out of sight before a stiff breeze; our hopes fell as the

at one time we got so near to her that we could see the men on her deck, and we hoisted a shirt upon our single oar, but they did not observe it, and soon passed out of sight before a stiff breeze; our hopes fell as the wind rose, and we began to think that we should never be picked up.

On Monday the mate told us that he had no further command over us; we were all equal there, and offered to take his turn at bailing with the rest. The crew unanimously elected him to the command, with the proviso that he might bale or not as he pleased, and he took his turn with the rest. He told us that our store of provision was very limited, and he hoped we would exercise moderation in partaking of it. This we readily assented to. We had no meal time; as we had no water, each took a bite of biscuit when he felt hungry. Some of us were very thirsty; others did not suffer so much from thirst. We had drank no fresh water from the Saturday night previous, and one of our comrades was so tormented by his burning thirst that he drank twice of salt water on Monday. The salt water only increased his thirst, and he suffered more severely from his indiscretion.

Between 3 and 4 o'clock in the afternoon of Monday, the oth, the mate discovered a ship about eight miles to leeward of us. The sight gladdened us so much that we gave three hearty cheers, and paddled toward her with our brooms and broken wood. The wind fell caim and we pulled for her with a will, hoisting a red shirt on our single oar to attract her attention. When we got within a couple of miles of her a little breeze sprung up, and to our great dismay she began to make away from us. After paddling away for fifteen minutes longer we gave up the chase, supposing that it would only end as the other bad terminated, in

daylight we were called up to furl the mizzentopsail. At this time the wind was blowing very heavy. went down below, and soon after the maintopsail sheet was parted and we were called on deck to take it in. While on deck the foretopsail sheet parted and we were mable to take it in. Previous to this we were called out to lash the water casks that had broken loose from the lee side of the deck and were being dashed about the deck. The sea was breaking over the main deck, and we were unable to secure them. Myself and my watch were called on deck again about 4 o'clock on Sunday morning, and the mizzenmast had been cut away, and they were engaged cutting away the mainmast. When the mainmast fell she carried away the foretopsail yard and fore topping lift, and stove the lifeboat and jollyboat, and damaged the longboat slightly; the mizzenmast stove the sternboat and the longboat was the only one left. The mate was injured about the head by the rigging when the mainmast was cut away. At daylight the gale and storm were terrific, the worst I ever experienced in twelve years; and every sea was parted and we were called on deck to take it in At daylight the gale and storm were terrific, the worst I ever experienced in twelve years; and every sea was breaking over us and sweeping everything before us. About 8 o'clock on Sanday morning the three cabin passengers were called up from the cabin and placed in the wheel-house. The mate called all hands and ordered the longboat to be launched, which we did; myself. Petty, and James Mulligan. went down and baled her out; while we were at work a sea broke over the ship and filled the boat, and another man was sent over to assist us; Petty was called a sea broke over the ship and filled the boat, and another man was sent over to assist us; Petty was called on to the ship by the captain to get something and did not return again; shortly after Petty left we were hauling her along to the quarter to take on board provisions, when another sea broke over the ship and filled the longboat the second time; Joseph Levers, who was on deck, then cried out to the captain that the boat was awared. The contain wrung his hands visions, when another sea broke over the ship and filled the longboat the second time; Joseph Levers, who was on deck, then cried out to the captain that the boat was swamped. The captain wrung his hands and said, as if speaking to himself, "Our time is short." Joseph Leversthen asked us if we would take him in if he would jump overboard. We told him to come on. He jumped over and swam about ten fathoms to us, and I pulled him in. The captain and first and third mates came to the side of the ship, and the mates tried to persuade him to get into the small boat, but he refused, and said it "was foolishmers to get into her, as she could not live." The last I heard the Captain say was "I have a wife and seven children in New-York," and then I saw tears in his eyes, and this was all the excitement I saw. All the men appeared very calm, and tried their best to save the ship from the first of it. The first mate then jumped overboard and swam to the boat and we took him in. They then threw over a barrel of hard bread and a keg if water, but the water drifted out of our reach. The third mate then jumped overboard and was followed by five seamen, all of whom we took into our boat. The other seamen stood on deck and we tried to persuade more of them to come but they would not. I had not seen the steerage passengers since the storm commenced, and heard the mate say he supposed they were drowned in their rooms before we left the ship. I did not see the cabin passengers come out of the wheel-house.

At this time it was about 10 o'clock, and we paddled the boat off a little distance, so as not to be drawn into the whiripool when the ship went down, which we were looking for every minute, as the whole bow of the ship was under water. We hove the boat head to and got a dredge out to keep her so, and then lay still, and three men were constantly bailing to keep our boat from sinking. We had not been in this position more than ten minutes when the ship went down head first, and the last we saw was the whole depth of the rudder. W

we lay quite comfortable, and one or two of the men got a little sleep. That was the lowgest and most dreary night I ever experienced. About 8 o'clock on Monday morning we spied a sail, which proved to be a fore-and-art schooner, about eight mile, from us. We had lost two oars, and had but one left; with this, we have been believe which a proper and prices of bours, which Monday morning we spied a sail, which proved to be a fore-and-aft schooner, about eight miles from us. We had lost two ears, and had but one left; with this, and some hickory brooms and pieces of boars, which we all used for paddles, we made chase. During, the day there was a light wind, and occasionally a calm, so that the schooner made but little headway, and we had great hopes of coming up near enough for them to see us. At about 1 o'clock we were about five miles from them, and raised a red shirt (which one of the men took off) on the oar for a signal; they did not seem to observe us, and we then made fresh chase, thisking this was our oaly chance for life. About 3 o'clock we neared the schooner so that we could distinguish men on deck; we then raised the signal again and tried every way to call their attention; but they either did not seem to, or if they did, would not stop to pick us up. About this tame a breeze sprung up, and the schooner moved away; our hearts almost falled as, and it seemed as if this was our death-warrant. About fifteen minutes after this the first mate sung out that another ship was in sight, which was standing across our bow about four or five miles away. We received these tidings with joy, and feit that there was still a chance to be saved, and immediately made chase for her; every man working with a hearty good will. In about an hour we got within two miles of the ship, when they observed our signal, and hauled to for us, and in about half an heart, the wind being light, we came alongside. She proved to be the ship Naples, from Legheru bound for New-York. They took us on board, gave us dry clethes, and did everything in their power for our comfort. At this time two or three of the men were nearly disabled from the wet and cold, and i think would not have survived long. We had then been in the small boat a loours without a drop of water and nothing but sea-biscuit, which was somewhat damaged by the sait water. Aften ten days of heavy weather we arrived in this port at 12 o'clock ye

During the recital of the above narrative, and specially when mentioning the remark of the captain n reference to his wife and children, the eyes of Rack liff were moistened with tears. Many a noble and sympathizing heart beats under the rough garb of the

THE FAITHFUL HUSBAND.

Frederick Weiss, a German—one of the cabin pas-sengers—has been in the employ of the Eric Railroad Company as their booking-agent in Havre, and was about the only man engaged in this business who was in the habit of treating the emigrants fairly. He had in the habit of treating the emigrants fairly. He had been here two months prior to the sailing of the vessel. He came here to marry an American lady, to whom he had been engaged previous to going to Havre as agent for the Eric Railroad Company. He was married to the lady on New-Year's Day. He was about thirty-five years of age. His wife resided in Twenty-sixth street. Her maiden name could not be ascertained. THE SHIP.

The St. Denis was a staunch ship of 997 tuns, built in this city in 1849, and was owned by Jacob A. Wesin this city in 1835, and was only trevelt and Robt. Carnley. She was valued at \$65,000, and was insured for \$23,000, viz.: Sun Mutual \$8,000; New-York \$5,000; other New-York Companies \$10,000. Her cargo was valued at \$120,000, and the freight at \$11,000, making a total

THE WRECKS ON THE JERSEY COAST.

From Our Special Reporters.
Our Special Reporters returned from the Jersey coast yesterday, with full particulars of the condition of the vessels ashore—all of which have been previously reported in our columns-together with the disposition of their cargoes. Vague rumors of an inefinite number of vessels ashore, among them several emigrant ships, reached our reporters, but, on investigation, proved untrue. The number of vessels ashor is only too large, however, but no emigrant ship is in the list, nor has any life been lost in the last gale, so far as could be learned.

THE BRIG SAMUEL AND EDWARD On Saturday night, about 10 o'clock, the brig Sam-uel and Edward, Capt. Raymond, ran on Saudy Hook Beach, about a mile south of the Light-House. She was 64 days out from Montevideo, loaded with hides. Her cargo, valued at about \$60,000, will probably be saved with little damage. The wind was blowing so strong that the pilot-boat was unable to keep up with the brig, and the Captain of the latter misunderstand-ing the orders of the pilot on account of the furious wind, instead of steering her so as to weather the point turned her head directly to the shore. She ran up high on the beach, and when the wind subsided she was entirely out of water. On Saturday night she lay thumping on the beach, and it was momentarily feared that she would go to pieces. The crew, except two men who started to carry a line ashore in a boat, remained on the vessel until morning, exposed to the raging fury of the waves. Their sufferings tense, and they are all more or less injured by their exposure, but none seriously. The two men who left in the boat were supposed to be drowned, as the boat swamped when but a short distance from the vessel They were washed ashore, however, and made their way to the Light-House, but with great difficulty. Unable to walk or to stand upright, they were com pelled to crawl along, on the sand and through the bushes, on their hands and knees, until they reached the house. The following is the account of the disas

ter as related to us by Capt. Raymond:
On Saturday, 7 p. m., made the Highland Lights, bearing N. W. by W. 4 W. At 9 passed the light-boat, when it commenced blowing very heavy with thick snow. Spoke a pilot-boat, but sea running so high was unable to get a pilot on board. Was told to follow the pilot-boat in, but found she could not keep up with the brig, although the only canvas we earrie was a close-reefed main topsail. Pilot-boat came un der the stern and hailed us. I understood the pilot to say "steer S. W. by W." By that I judged we were up to the point of the Hook, but after steering that course ten minutes, she struck and the sea commenced making a breach over her. Cleared away the boats. The first boat was almost immediately stove in. Got the second boat overboard. The mate and one man got into her to earry a line to the shore. The boat upset, and they were washed ashore. I supposed they were lost, but they finally reached the Light House almost perishing. The remainder of the crew stayed by the vessel until daylight, suffering exceedingly, and then succeeded in gaining the beach. In the morning, when the tide went down, the brig was left high and dry. The water did not get into her much, and the masts are standing. The cargo will probably be saved almost entire, and the captain certain that he will get his brig affoat again. THE SCHOONER SAMUEL P. LORD.

The schooner Samuel P. Lord, Capt. Noah, from Baltimore, bound to New-York, was struck by the gale of Saturday night last, and driven ashore on Deal Beach, about three miles to the south of Morris's Pa villion Hotel, Long Branch. It was about 10 o'clock p. m. when she beached, and the wind and sea drove her high up on the shore. As soon as she struck the sea broke over her with great force, but Capt. Smith, with his erew of seven men, managed to get on shore, after undergoing great peril, in safety. None of them knew with certainty where they were, and the storm of rain and snow prevented them from seeing their way, so they were compelled to remain where they were on the beach, without shelter or fire, from 71 p. m. to sunrise on Sunday morning. Their sufferings from cold and exposure during the mine hours which intervened between their coming ashere and obtaining shelter were severe indeed, and several of the men were badly frostbitten. The coast people, however, afforded them every comfort on discovering their destitute condition, and in a few hours, under their care, the sailors recovered from the effects of their exposure

At low water the schooner may be boarded dry-shod, and her seams have opened so that the tide ebbs and flows in her. Her cargo, which consists of wheat, corn, duck, and locust trenails, is being discharged under the supervision of Capt. Lyons of the Atlantic Insurance Office, and the wrecking schooner Splendid has brought one load of it to New-York. On Tuesday

out, and should the weather hold good the whole of it will be saved, and the achooner got affect again. The S. P. Lord belongs to Mailler & Lord's line of Baltimore packets, and both vessel and eargo are

night the greater portion of her cargo had been go

insured. THE BARK D. S. GOODELL.

The bark D. S. Goodell, Capt. Heinman, of Searsport, Me., from Rio, in ballast, for New-York, came ashore at 11 o'clock on Squan Beach, just north of Wreck Pond. She left Rio in ballast because her consignces had no cargo ready, and declined paying her demurrage. When four days out she sprung a leak, and kept her crew at the pumps almost without intermission until she got on Squan Beach. The bark being light, drove high upon the beach, and the erew remained on board all night. She had been 21 days north of Cape Hatterns, but was unable to make Sandy Hock. The captain left for New-York on Sunday. We understand that there is little or no insur-ance on the vessel. The captain's brother owns one eighth part of her, which is reported as insured. She lies far up out of danger, high and day in the sand. Some of her spars and sails have been sent down, but it is thought that the bark will never be got off, even if she would be worth the cost of the attempt. She is fifteen years old, and many of her timbers are searly

THE PILOT BOAT PHANTOM.

This vessel put off her last pilot on Saturday afterneon at 4 o'clock. She came ashore a little to the south of Wreck Pond, Squan Beach, during the same night, with five persons on board. She is broadside to the beach, and high up. Being afteen years old, and slightly bilged, it is doubtful if she will ever be got off.
The crew came ashore safely during the night, and went to the house of Mr. Stephen Newman, where they were well taken care of. No efforts have been made to get her off.

THE SCHOONER ENVOY. The schooner Envoy, Captain Collins, of Vienna, Maryland, was driven on the beach at Squan, at 5 o'cleck, on Sunday morning. She is loaded with logwood, rum, sugar, pimento, coffee, old iron and cop per, from Kingston, Jamaica, for New-York. Captain Collins reports that he had been fourteen days north of Hatteras. In the former gale he broke bower anchor, off Barnegat; then he made the Heek and anchored with his kedge, but got blown off; and finally had all of his sails carried away, when he was fereed to run his vessel ashore. She lies on the beach, a short distance from Commodore Stockton's marine seat-head to the shore, stern to the north-east. Her erew suffered greatly from the cold and the seas which constantly broke over them, but were at length got ashore in safety, although badly frost-bitten. The vessel is much strained, but may be got off; and the water rises and falls in her with the tide. Nearly all of her cargo has been discharged, and lies upon the beach. She is eleven months old, and worth, with her cargo, \$15,000. She is insured in Jamaica and

New-York. THE BARK JOHN FARNUM.

This vessel went ashore about two miles so Squan Inlet. We gave the particulars of the disaster on Tuesday last, and will only add that Capt. to-night reports that he was making good way off shore when her fore topsail was torn to pieces; and, as she was then forced to go ashore, he put her around and drove her head on the beach. Since then she has turned broadside to the sea, and on Tuesday afternoon she was sanded up to her water-ways. She is aix years old and leaky, but may be got off if good weather continues. Her cargo is discharging on the beach, under the supervision of Wreckmaster Norman; when our reporter left, about two and a half schooner-loads of the cargo were lying on the beach.

THE COAST SOUTH OF SQUAM. We have intelligence from Barnegat, which leads us to believe that there is nothing further ashore between

Squan and Barnegat.

THE SCHOONER ECHO.

The schooner Echo, Capt. Mason Couklin, is ashers at Long Beach, N. J. She cost \$14,000. The eres spent seven hours hanging to the rigging, with the sea at times making a clean breach over them, when they were got off in the life cars. Capt. Conklin bed his arm fractured. He was at the helm when the schooner beached, and in the shock the yawl-bout, which hung at the stern davits, was thrown violen thy upon the wheel, breaking the steerman's arm in two went ashore opposite the house of Mr. Henry Stevens. The vessel lies buried in the sand on the outer bar, and will prove a total loss. The cargo canno saved.

The schooner Mary Niles, Captain Low, (of Lock, Me.,) from Norfolk, Va., with a cargo of corn and known. She was run ashore at Long Beach du recent gale. Captain Low mistook the I lights for those of Sandy Hook. The vessel now lies broadside on the beach, bilged, and full of water. She is deeply imbedded in the sand, and in a fee weeks will be entirely covered from sight. The vessel was consigned to John A. Gambrel of No. 194 Wall street; the cargo, which was valued at \$3,000, was consigned to John Dearborn of Nos. 4 and 6 Vesey street. The vessel is about 100 tons burden and was valued by her owners at \$5,000. No in Captain Low has some hopes of getting the vessel of, but it is the opinion of all here that the task cannot be accomplished.

THE SCHOONER CHARLES COLGATE. The schooner Charles Colgate, from Ba New-York, went ashore on Absecom Beach, on Sun-day morning. She will be a total loss, being badly bilged. Her cargo is insured for \$5,000, and the veasel for \$10,000. The cargo will be partly saved.

THE PACKET SHIP NEW ERA. The packet ship New Era, which came sahore at Deal Beach a year ago last November, is now sai up, and lies some seven feet under water. And yet, during the late gale, her hull was partially broken up, and two bodies, after being buried so long in the tween decks, were washed ashore at Deal on Sunday last. The bodies were those of two females, one of them that of a girl, and the other evidently the body of an aged woman. The bodies were nearly pud the former having only a slight covering upon the upper part of her person, and the only clothes upon the latter was a pair of woolen stockings. Around the throat of the oldest body was a triple string of black glass beads. Both bodies were well preserved, the flesh being firm and fresh and plump, and the only disfigurement visible was the absence of the lips on either face. Mr. Jordan Wolley, the Coroser, held an inquest upon them, and a verdict was rendered in accordance with the above facts. Quantities of stockings, canes, and other goods have also washed ashere from the same vessel

EFFECTS OF THE STORM ON SHORE. The buildings at Long Branch have many of them been much damaged by the gale. Mr. Haywood's cottage was urgoofed and the piazza blown down. Mr. Jacob Hurlbut's fine two-story house was unroofed, and the fragments were blown into the churchyard near by. The Summer Church was somewhat injured, several of the windows having been blown in. The Summer residence of Mr. Jacob Dock of Philadelphia had the pizzzas torn down. The United States and the Metropolitan Hotels suffered also, los-ing part of their roofs, and the pizzzas being partially torn down. Other places along the coast suffered also to some extent, but we could not obtain further per-

The bark E. Schultz (of New-York), which sai from Savannah for Charleston, having cleared from the former port on the 28th ult., has not yet been heard

RAILROAD DELAYS.—Yesterday, at 5 o'clock the first through train from Hackstatown, on the M Essex Railroad, resched Jersey City, which had arrives eight hours. The obstruction was between Dorser and Swn, when two locomotives in endeavoring to force